

The China Mail.

Established February, 1845.



Vol. XLII. No. 6838.

號七廿月六年五十八百八千一英

HONGKONG, SATURDAY, JUNE 27, 1885.

日五十月五年酉乙

Price, \$2 per Month.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Old Broad Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GORON, Ludgate Circus, E.C. BATES HENDY & Co., 37, Wallbrook, E.C. SAMUEL DUNN & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—AMEDI PRINCE & Co., 36, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Place.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Agents, Singapore. C. HEINZ & Co., Agents, Malacca.

CHINA.—Messrs F. A. DA CAZ, Agents, Amoy, WILSON, NICHOLS & Co., Agents, Hongkong, SHAW, WATSON & Co., Agents, Shanghai, CRAWFORD & Co., Agents, Canton, and KELLY & WATSON, Yokohama, Kobe, CRAWFORD & Co., and KELLY & WATSON.

Banks.

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, at their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
 - 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
 - 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
 - 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
 - 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
 - 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
 - 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- For the HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
- Hongkong, May 7, 1885. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

REGISTERED OFFICE,
40, THE MARK LANE, LONDON.

BRANCHES
In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

H. A. HERBERT,
Manager,
Hongkong Branch.

Hongkong, May 20, 1885. 885

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$4,400,000
RESERVE FOR EQUIPMENT, \$400,000
RESERVE LIABILITIES, \$7,500,000

COUNCIL OF DIRECTORS.
Chairman—Hon. F. D. SASSOON.
Deputy Chairman—A. McIVER, Esq.
C. D. SUTCLIFFE, Esq.
H. HOPKINS, Esq.
H. L. DALRYMPLE, Esq.
H. H. KESWICK, Esq.
W. H. FORBES, Esq.
A. E. SASSOON, Esq.

CHIEF MANAGER,
THOMAS JACKSON, Esq.

MANAGERS,
SHANGHAI.—ERVEN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, February 28, 1885. 347

THE HONGKONG HAIR DRESSING SALOON.

HONGKONG HOTEL BUILDINGS.

A LADIES' HAIR DRESSING SALOON is attached to this Establishment, and LADIES are respectfully INVITED to give it a TRIAL. Every satisfaction is guaranteed.

Hongkong, May 7, 1885. 766

JUST RECEIVED.

SWEET CAPORAL CIGARETTES.

HONGKONG DISPENSARY.

Hongkong, April 11, 1885. 616

Intimations.

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

CAPITAL, \$200,000
in 4,000 Shares of \$50 each fully paid-up.

Consulting Committee:
C. D. BORSOMLEY, Esq. E. SASSOON, Esq.
R. S. FERNANDES, Esq. W. H. FORBES, Esq.

APPLICATIONS for a Limited Number of SHARES in the above Company will be RECEIVED at our Office, where the Articles of Association may be inspected up to Noon on SATURDAY, 4th July.

RUSSELL & Co.,
General Managers.

Hongkong, June 26, 1885. 1081

FOURTH DRAWING.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE is hereby given that, in conformity with the Conditions under which the Debentures of the above Company were issued, the following Numbers of Debentures to be Paid off in Hongkong on the 30th day of June, 1885, when the Interest thereon will be payable, were this day DRAWN at the Office of Messrs. JARDINE, MATHESON & Co., Hongkong, General Agents of the Company, in the presence of the Undersigned Notary.

THE NUMBERS OF DEBENTURES DRAWN, ARE:

1	142	263	424
9	143	267	426
11	144	273	445
15	155	279	450
17	159	281	451
22	168	285	453
24	169	286	456
25	170	286	462
39	181	302	463
42	186	304	469
47	187	306	475
54	188	310	482
57	194	311	491
62	195	319	495
64	197	322	502
65	199	324	506
74	202	339	509
76	204	340	513
83	207	347	516
87	211	351	521
91	213	355	525
96	218	357	534
102	220	358	539
106	227	363	550
111	228	378	552
114	231	379	556
117	235	380	561
120	236	391	562
121	238	393	566
123	243	398	570
127	244	408	572
135	255	411	577
137	256	414	585
138	257	417	586
139	259	420	598

The above DEBENTURES will be Paid at the Office of the Undersigned General Agents on and after the 30th June, 1885.

For the CHINA SUGAR REFINING COMPANY, LIMITED,
JARDINE, MATHESON & Co.,
General Agents.

Countersigned,
VICTOR L. DEACON,
Notary Public,
Hongkong, 13th June, 1885. 988

VICTORIA HOTEL.

Praya and Queen's Road Central, Hongkong.

THIS extensive and well-appointed establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The Rooms are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

An ample and varied TABLE D'HOTE is always provided and served in the spacious, large Dining Hall.

The Hotel also contains handsome and comfortable reception, Reading, Billiard and Smoking Rooms.

The Hotel is unsurpassed for comfort, convenience and quick service.

Continental languages are spoken.

Messrs. DORAJEE and HING KEE, Proprietors.

Hongkong, September 15, 1884. 1559

CHAS. J. GAUPP & Co.

Optician, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOYAGERS' DELICATE BINOCULARS and TELESCOPES.

RICHIE'S LIQUID and OTHER COMPASSES.

ADMIRALTY & MARY CHARTS, NAUTICAL BOOKS.

English Silver & Electro-Plated Ware, Chromo & Co.'s ENAMEL-PLATED WARE, GOLD & SILVER JEWELLERY, in greatest variety.

DIA MONDS

AND

DIAMOND JEWELLERY.

A Splendid Collection of the Latest London Patterns, at very moderate prices. 742

For Sale.

LANE, CRAWFORD & Co.

HAVE RECEIVED A NEW SUPPLY OF SUMMER GOODS

IN THEIR OUTFITTING DEPARTMENT.

Consisting of:—
GENTLEMEN'S UNDERSHIRTS and DRAWERS in every variety of Material suitable for hot climates.

LAWN TENNIS SHIRTS thoroughly shrunk.

The 'ASSORT' SUMMER WASHING SCARF.

Washing SILK SCARVES and TIES in new shapes.

TERAI, ZEPHYR FELT, and STRAW HATS.

The 'FORBES WATSON' Patent FELT SUN HELMET.

Calcutta PITH SUN HATS and HELMETS.

Summer BOOTS and SHOES, TENNIS SHOES.

New SWIMMING COLLARS and BATHING DRAWERS.

French and Irish CAMBRIC HANDKERCHIEFS.

Fine LONG-CLOTH SHIRTS for Summer wear.

Extra Thin RAIN COATS, warranted WATERPROOF.

The 'ACME' Patent Ventilated RAIN COAT.

The 'CLIMAX' SILK UMBRELLA, wear guaranteed.

White COTTON SUN UMBRELLAS.

LANE, CRAWFORD & Co. have the largest Stock in Hongkong of GENTLEMEN'S HOSIERY and OUTFITTING of all kinds; their Specialist is kept up by frequent parcels of all the Novelties as they appear in London.

Hongkong, June 25, 1885. 1071

LANE, CRAWFORD & Co.

Tailors, Hatters, Shirtmakers & General Outfitters.

QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EX LATE ARRIVALS.

INDIA GAUZE and BALBRIGGAN SINGLES.

COTTON, MERRINO and LISLE THREAD & HOSE.

SUMMER SCARFS, TIES and ARGOSY BRACES.

SINGLE and DOUBLE TERAIR HATS, STRAW HATS.

CHRISTY'S and ELLWOOD'S BLACK and DRAB FELT HATS.

TOWELS and BATH BLANKETS, all Sizes.

BATHING DRESSES and DRAWERS.

LAMB'S WOOL CHOLERA BELTS.

A Special Lot of GENTLEMEN'S POCKET HANDKERCHIEFS, \$2.00 per Dozen.

Hongkong, May 22, 1885. 826

W. POWELL & Co.

DIRECT FROM NEW YORK.

A LARGE SHIPMENT—SPECIALLY SELECTED

OF SARATOGA TRAVELLING TRUNKS.

SPECIALITIES in HAND TRAVELLING BAGS.

W. POWELL & Co.

Victoria Exchange,
Hongkong, June 19, 1885. 1031

Intimations.

GOVERNMENT SHELTER.

TICKETS entitling DESTITUATES other than Chinese to 24 hours BOARD and LODGING in the above SHELTER can now be obtained at the Treasury in Books of 20. Each Book costs \$5. Two or more Tickets may be given where extended relief is thought desirable. The Mon relieved will be allowed opportunities of seeking employment.

Charitable persons are earnestly requested to refrain from giving Money to DESTITUATES, and to avail themselves of the above or some other organised method of relief.

Hongkong, June 13, 1885. 978

COLONIAL AND INDIAN EXHIBITION.

GENTLEMEN desirous of forwarding ARTICLES to the EXHIBITION, whether for Sale or otherwise, are requested to Communicate with the HONORARY SECRETARY.

H. E. WOODHOUSE,
Hon. Secretary.

Hongkong, June 8, 1885. 050

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR WONG TAI-FONG,
Surgeon Dentist.

(FORMERLY ARTICLES APPOINTMENT and LATELY ASSISTANT TO DR. ROGERS.)

The urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Perfect adjustment of ARTIFICIAL TEETH by Atmospheric Action without pain or inconvenience. Discount to missionaries and families.

Sole Address
2, DUDDELL STREET,
(Next to the New Oriental Bank.)
Hongkong, January 12, 1885. 66

CHINESE IMPERIAL GOVERNMENT EIGHT PER CENT. SILVER LOAN OF 1884.—'B.'

THE INTEREST due 30th June current, on the above LOAN, will be Paid at the Offices of the CORPORATION on and after that date.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
Agents for the Loan,
T. JACKSON,
Chief Manager.

Hongkong, June 22, 1885. 1048

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The 'ASSORT' SUMMER WASHING SCARF.

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For the HONGKONG & SHANGHAI BANKING CORPORATION,
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T. JACKSON,
Chief Manager.

For Sale.
MACLEWEN, FRICKEL & Co.
LATE MOVING INTO THEIR NEW
PREMISES
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL,
AND ARE SELLING
STORES and other RETAIL ARTICLES
at the lowest possible prices
FOR CASH.
and giving the benefits of the Co-operative
Store system to the Public without the
necessity of Membership. Detailed Prices
will be furnished on application.

CHOOSE & BLACKWELL'S
OILMAN'S STORES.
JOHN MOIR & SONS, LIMITED,
OILMAN'S STORES.
J. T. MORTON'S
OILMAN'S STORES.
MAGNANIMOUS BROTHERS,
Lowestoft
OILMAN'S STORES.
AMERICAN
OILMAN'S STORES.

WINE & CO.
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
1885 GRAVES.
BREAKFAST CLARET, " "
SAOON'S MANZANILLA & AMON-
TILLADO.
SAOON'S OLD INVALID PORT
(1848).
HONY'S PORT.
1 and 3-star HENNESSY'S BRANDY.
COGNAC HENNESSY'S BRANDY.
FINEST OLD BOURBON WHISKY.
KINAHAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
BOON'S OLD TOM.
E. & J. BONES' IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NORRIS PRAT & CO'S VERMOUTH.
JAMESON'S IRISH WHISKY.
MARSALE.
EASTERN AMERICAN CIDER.
CHARTREUSE.
MARASCHINO.
CURAÇAO.

SAOON'S, & Co., & Co.
BASS'S ALE, bottled by CAMERON and
SAUNDERS, pints and quarts.
GUINNESS STOUT, bottled by E. &
J. BONES, pints and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogsheads.
TO LET, FROM 1st MAY.
SHOPS and GODOWNS, and STOR-
AGE, at No. 55 QUEEN'S ROAD EAST,
(opposite the Temperance Hall). Also,
BEDROOMS, SERVANTS and KITCHEN AC-
COMMODATION.
Apply to
MACLEWEN, FRICKEL & Co.
Hongkong, April 4, 1885. 572

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE Steamship *Glenora* having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods—with the exception of Opium—are
being landed at their risk into the Godowns
of the Undersigned, whence and/or to the
Wharves or Bonto delivery may be obtained.
Optional Cargo will be forwarded un-
less notice to the contrary be given before
 Noon To-morrow, the 26th Instant.
Cargo remaining undelivered after the
30th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, June 23, 1885. 1074

INSURANCES.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

NOTICE.

**QUEEN FIRE INSURANCE COM-
PANY.**

THE Undersigned are prepared to accept
Bills on First Class Godowns at 1
per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
BELLE OF OREGON, Amer. barque, Capt.
E. Matthews—Messageries Maritimes.
Ben J. SEWELL, American ship, Capt. S.
R. Ulmer—Douglas Larrick & Co.
COLUMBUS, German ship, Capt. B. Saver-
melch—Borneo Company, Limited.
DIRECTOR, British barque, Captain W. D.
Bogart—Adamson, Bell & Co.
FRIEDRICH, German barque, Captain H.
Spiesen—Siemssen & Co.

HIGHLAND LIGHT, American ship, Capt.
J. W. Norcross—Order.
JAMES G. PENDLETON, American barque,
E. F. Colcord—Captain.

PHENOSGOT, American barque, Capt. P. L.
Chapman—Arnold, Karberg & Co.
PHILIPAS PENDLETON, American barque,
Capt. Blanchard—Arnold, Karberg & Co.

RALPH M. HAYWARD, Amer. barquentine,
Capt. J. Baxter—Arnold, Karberg & Co.
SHARPSHOOTER, British barque, Captain
John Home—Gilman & Co.

St. NICHOLAS, American ship, Capt. W.
P. Joy—Melchers & Co.
WILMA, American ship, Captain S. Sim-
mons—Order.

Entertainment.

**THEATRE ROYAL,
CITY HALL.**
LAST NIGHT! LAST NIGHT!!
OF
**THE 'MASCOTTE' OPERA
COMPANY.**

PATRON:
H. E. SIR GEORGE FERGUSON
BOWEN, G.C.M.G.

TO-NIGHT! TO-NIGHT!!
SATURDAY, June 27th.

PLAQUETTE'S DELIGHTFUL COMIC OPERA
'Les Cloches de Corneville,'
(The Bells of Normandy.)

Mr E. FARLEY... MARQUE DE LUCINAY.
" VERNON REID... GREENICH.
" F. M. PARK... CAPADAN.
" NEIL O'BRIEN... THE BAILEY.
Miss FLORENCE... GRIMMINE.
SEYMOUR... AND
Miss EVA DA... SERPOLETTE.

THE Remaining Characters by the full
strength of the
'MASCOTTE' OPERA COMPANY,
and a host of Auxiliary Aid.

**REMEMBER! GRAND FAREWELL
PERFORMANCE**
and positively
LAST APPEARANCE
OF THE
'MASCOTTE' OPERA COMPANY.

APPROPRIATE SCENERY & EFFECTS,
with
RICH and COSTLY WARDROBE.

Doors open at... 8.30 P.M.
Overture at... 8.00 "

Pricing of Admission:
Orchestra and Stalls... 2.00.
Pit... 1.00.

Box Plan at Messrs. KELLY & WATSON'S,
FRANK STUART, Agent,
Hongkong Hotel.

Hongkong, June 27, 1885. 1075

To-day's Advertisements.

FOR SHANGHAI.
The Steamship *Fishing*,
Capt. G. HEERMANN, will
be despatched for the
above Port TO-MORROW, the 28th Inst.,
at Noon.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, June 27, 1885. 1087

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Albatross,
Capt. RILEY, will be
despatched as above on
THURSDAY, the 27th July.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, June 27, 1885. 1088

NOTICE.
A General Meeting of ENGINEERS
will be held in the VICTORIA HOTEL
on TUESDAY, 30th June, at 8 p.m., when
Matters of Importance will be brought
forward. All are earnestly requested to
attend.
Hongkong, June 27, 1885. 1086

To-day's Advertisements.

SEALED TENDERS will be Received
by the Undersigned until 2 o'clock
p.m. of MONDAY, the 28th Proximo, for
the CONSTRUCTION of a BREAK-
WATER, HAULING UP SHIP, STORE-
HOUSE, &c., at the ROYAL NAVAL YARD,
Kowloon, according to Plans which can be
seen on application to the Surveyor at the
Royal Engineer Office, between 10 a.m.
and 1 p.m. on week days, from whom Specifi-
cations, Bills of Quantities and Form of
Tenders can be obtained.
Tenders should be addressed to the NAVAL
SURVEYOR, marked 'Tender for Break-
water, &c.'.
The right to reject the lowest or any
Tender is reserved.

W. H. LOBB,
Naval Storekeeper.
H. M. Naval Yard,
Hongkong, 27th June, 1885. 1039

NOTICE.
**COMPAGNIE DES MESSAGERIES
MARITIMES.**
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, RATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, DEN, SUEZ,
PORT SAID.

**MEDITERRANEAN AND BLACK
SEA PORTS.**
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
BORDEAUX, LE HAVRE, DUNKIRK,
LONDON AND ANTWERP.

ON THURSDAY, the 26th July,
1885, at Noon, the Company's S.S.
SAGHAIEN, Commandant DELACROIX,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 26th July, 1885. (Parcels to be left
to be sent on board; they must be left at
the Agency's Office.)
Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, June 27, 1885. 1084

SHIPPING.
ARRIVALS.
June 26, 1885:—
Enno Muller, German barque, 505, J.
G. Kading, Singapore June 1, Timber-
ORDER.

June 27:—
Sharkphooter, British barque, 489, John
Horne, Albany, (W.A.), April 7, Sandal-
wood—GILMAN & Co.
Albatross, German steamer, 400, P. Moss,
Haiphong Jan 23, Rice—A. A. MARTY.
Muskoka, of the Russian Volunteer Fleet,
2,244, S. Bauer, Nagasaki June 23, Water
Ballast—MELCHERS & Co.
Zambesi, British steamer, 1,540, S. Bason,
Bombay June 9, and Singapore 21, General
General—P. & O. S. N. Co.
Peronin, German steamer, 1,115, Paulsen,
Plymouth via Penang, and Singapore, May
10, General—SIEMSEN & Co.
Haroldine, American 4-m. steamer, 1,294,
Thibets, Newcastle, (W.S.W.), May 4, Coal
—ORDER.

Vessels Advertised as Loading.

Destination. **Vessels.** **Captain.** **Agents.** **Date of Leaving.**

Havre, &c., via Suez Canal... Electra (s)... Nagel... Siemssen & Co... July 2, at 4 p.m.

London, &c., via Suez Canal... Hasporia (s)... Warner... Siemssen & Co... June 30, at 4 p.m.

London, &c., via Suez Canal... Ancona (s)... P. & O. S. N. Co... July 2, at 4 p.m.

London, via Suez Canal... Ajax (s)... Riley... Butterfield & Swire... July 9.

Marseilles, &c., via Saigon... Saghalien (s)... Delacroix... Messageries Maritimes... July 9, at 3 p.m.

New York, via Suez Canal... Moser (s)... P. H. Loh... Russell & Co... Quick despatch.

Portland (Oregon)... City of Rio de Janeiro (s)... Bengt... Pacific Mail S. S. Co... Quick despatch.

San Francisco, via Yokohama... Highland Light... Norcross... Russell & Co... Quick despatch.

Sun Francisco... Peking (s)... G. Heermann... Siemssen & Co... June 28, at noon.

Shanghai, via Amoy... Antenor (s)... Bragg... Butterfield & Swire... June 30.

Swatow, Amoy and Foochow... Namoo (s)... Pittman... Douglas Larrick & Co... June 28, at 9 a.m.

Swatow, Singapore and Bangkok... Hongkong (s)... Yuen Fat Hong... Russell & Co... June 30, at noon.

Sydney and Melbourne, &c... Tannadice (s)... Green... Russell & Co... July 7, at 3 p.m.

Tricelle, &c... Derencia (s)... G. B. Verona... O. Bachrach... June 30, at noon.

Victoria (British Columbia)... Nanaimo... Dodd... Russell & Co... Quick despatch.

Yokohama and Higo... Breconshire (s)... Pope... Adamson, Bell & Co... About June 30.

SHARE LIST.—QUOTATIONS.
JUNE 27, 1885.

Stocks. **No. of Shares.** **Value.** **Pay-
up.** **POSITION PER LAST REPORT.** **Balance, forward.** **Last Dividend.** **Closing Quotations,
Cash.**

BANKS.
Hongkong and Shanghai Bank Corp. 50,000 125 125 125 125 61,570 2 1/2 half year 168 1/2 prem.

INSURANCES.
North-China Insurance Co., Ltd. 5,000 2 2/3 2 2/3 2 2/3 540,107 1/2 300 per share

Yangtze Insurance Company, Ltd. 8,000 2 2/3 2 2/3 2 2/3 406,929 1/2 130 "

Union Insurance Society Co., Ltd. 2,000 125 125 125 544,000 1/2 140 "

China Traders' Insurance Co., Ltd. 24,000 83 33 33 33 600,000 1/2 161 1/2 cash.

Canton Insurance Office Co., Ltd. 10,000 250 50 50 50 105,000 1/2 165 1/2 "

Chinese Insurance Co., Limited. 1,500 1,000 200 200 200 28,711 5/8 Credit balance

Hongkong Fire Insurance Co., Ltd. 8,000 250 50 50 50 900,609 5/8 1883 3360 "

China Fire Insurance Co., Ltd. 20,000 100 20 20 20 547,500 5/8 for 1883 372 "

STEAM COMPANIES.
H. K. O. and M. Steamboat Co., Ltd. 8,000 10 10 10 10 205,236 25 1/2 4,593 9/16 1/2 half year 43 prem.

Indo-China S. N. Company, Limited. 18,387 10 10 10 10 18,387 1/2 20 1/2 discount

60,000 shares issued. 81,212 10 10 10 10 3,000 100 100 100 30 discount

DEPARTURES.
June 27:—
Menach, for Yokohama.
Widheod, for Hilo.
Edene, for Tientsin.
Anatolia, for Shanghai.
Anatolia, for Amoy and Tamsui.
Gomoria, for Amoy.
Adonia, for Singapore and Bombay.
Pai-ho, for Shanghai.

CLEANED.
Lemnos, for Shanghai.
Glencoe, for Shanghai.
James G. Pendleton, for Cebu.
Peking, for Shanghai.
Nanoo, for Coast Ports.
Signal, for Hainan.
Albatross, for Haiphong.
Caribbrooke, for Saigon.
Hawerton, for Yokohama.
Willy, for Hainan.
Director, for Portland; Oregon.
Mobile, for Saigon.
Moskwa, for Singapore.

PASSENGERS.
ARRIVED.
Per Sharkphooter, from Albany, Mrs
Horne and 3 children.
Per Albatross, from Haiphong, 16 Chinese.
Per Moskwa, from Nagasaki, Mr Doppo-
soite.
Per Zambesi, from Straits, 219 Chinese.
Per Peronin, from Plymouth, &c., Mrs
Kassow, Miss Muesen, Messrs Bloch and
Sorenson, and 97 Chinese from Straits.
DEPARTED.
Per Suez, for Singapore, 250 Chinese; for
Colonies, 6 Europeans, and 65
Chinese.
Per Menach, for Makung, from Saigon,
4 Chinese Generals, and 243 Chinese pri-
soners. For Yokohama; from Marseilles,
Mr and Mrs Astley de la Noe, Mr Astley
de la Noe, and Mr Lubat.
Per Peking, for Shanghai: from Saigon,
Mrs Louise Driel.
Per Widheod, for Hilo, 1 European.
Per Amata, for Amoy, 3 Europeans,
and 30 Chinese.
Per Gomoria, for Amoy, 104 Chinese.
Per Adonia, for Singapore, 91 Chinese.
TO DEPART.
Per Glencoe, for Shanghai, 1 European.
Per James G. Pendleton, for Cebu, 1 Eu-
ropean.
Per Peking, for Shanghai, 20 Chinese.
Per Namoo, for Coast Ports, 230 Chinese.
Per Signal, for Hainan, 2 Europeans,
80 Chinese.
Per Albatross, for Haiphong, 40 Chinese.
Per Caribbrooke, for Saigon, 20 Chinese.
Per Willy, for Hainan, 1 European.
Per Mobile, for Saigon, 30 Chinese.
Per Moskwa, for Singapore, 1 European.

SHIPPING REPORTS.
The British barque *Sharkphooter* reports:
Had light winds and calm the whole way.

POST OFFICE NOTICES.
MAILS will close:—
For SINGAPORE.
For *Electric*, at 2 p.m., on Thursday,
the 2nd July.
For NAGASAKI, KOBE and YOKO-
HAMA.
For *Kashgar*, at 5 p.m., on Saturday,
the 4th July.
For PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, TOWNS-
VILLE, BRISBANE, SYDNEY,
MELBOURNE & ADELAIDE.
For *Tasmania*, at 2.30 p.m., on Tuesday,
the 7th July.

MEMOS. FOR TO-MORROW.
Shipping.
9 a.m.—*Namoo* leaves for Coast Ports.
Noon.—*Peking* leaves for Shanghai.

RELIGIOUS SERVICES.
UNION CHURCH.—Divine Worship, 11
a.m.—Rev. E. J. Eitel. Service in Chinese,
2 p.m.—Rev. J. Chalmers, M.A., L.L.D.
SEAMEN'S SERVICES.—The Services for
Seamen which have been hitherto held in
the Mission Church, Queen's Road, will be
held in the future in Union Church. On
Sunday and Friday evenings at 7.30. All
Seamen are invited to attend.
GERMAN BRETHREN CHAPEL.—Service in
the German language, by Rev. F. Hartmann,
every Sunday, at half-past ten a.m., in the
Chapel of the Berlin Foundling House,
West Point.
St. JAMES'S CHURCH, Garden Road.—
9 a.m. Mass and Sermon. 5.30 p.m. Even-
ing Service, Benediction.

General Memoranda.
TUESDAY, June 30:—
Debitants of The China Sugar Refining
Co., Ltd., payable at the office of the
General Agents.
Interest of Chinese Loan of 1884 payable.
Goods per *Glenora* undelivered after
this date subject to rent.
8 p.m.—Meeting of Engineers in the
Victoria Hotel.

FRIDAY, July 3:—
Goods per *Steamer Peking* undelivered
after Noon subject to rent and landing
charges at 1 cent per package per diem.

SATURDAY, July 4:—
Noon.—Applications for Shares in the
Hongkong and Macao Glass Manu-
facturing Co., Ltd., receivable at Messrs
Russell & Co.'s office.

**THE
HONGKONG DISPENSARY,**
Established A.D. 1811.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS.
WHOLESALE AND RETAIL DRUGGISTS,
IMPORTERS
OF
DRUGGISTS' SUPPLIES, 'NURSERY REQUI-
SITES, TOILET REQUISITES, ENGLISH,
AMERICAN, AND FRENCH PATENT
MEDICINES.
MANUFACTURERS
OF
Soda Water, Lemonade, Tonic Water,
Gingerale, Potash Water, Sarsaparilla
Water, and other Aerated Waters.
The Manufacture is under direct and
continuous European Supervision.
Hongkong, June 1, 1870. 786

**SUN AND TIDE TABLE FOR
HONGKONG.**
(From The Hongkong Almanack)
JUNE-JULY.

HIGH WATER. **LOW WATER.** **SUN.**

Day of Month. Morn. Aft. Rise. Set. H. M. H. M. H. M. H. M.

28 9.14 11.20 6.19 6.47

29 9.43 11.50 6.20 6.47

30 10.13 12.01 6.20 6.46

1 0.1 10.41 m. 6.21 6.47

2 0.48 11.15 m. 6.21 6.47

3 1.19 11.50 m. 6.21 6.47

High water at Whampoa: 2 hrs. 30
min. later than at Hongkong; at the
Barrier: 3 hrs. 16 min.; at the Salt
Flats: 3 hrs. 30 min.; at Shamone:
3 hrs. 45 min.
Full moon, 27d. Ch. 55m. afternoon.

The publication of this issue commenced
at 7.30 p.m.

The China Mail.

HONGKONG, SATURDAY, JUNE 27, 1885.

RECENT events, as well as incidents
not altogether beyond recollection, have
demonstrated the great desirability of
formulating some scheme for providing
seam brokers for this Colony. There
can be little doubt that of late years the
brokers of Hongkong as a class have
suffered sadly in reputation. This re-
grettable circumstance is owing almost
entirely to the fact that the only qualifi-
cation supposed to be necessary for
the profession of a broker now-a-days is,
to have failed in everything else. In
the good old days, not so very many
years ago, broking was not looked
upon as the last resource of a 'nether-
do-well.' But in these times all this
appears to have changed. Instances are
now but too frequent which tend to
show that the modern Colonial broker is
not necessarily the man of honour and
high credit that he was wont to be. It
is needless to say that numbers of
brokers here are quite capable of con-
ducting their business with the utmost
integrity without having taken any oath
there cannot be a shadow of a doubt,
at the same time, that the responsible
calling of a broker would be placed
upon a far sounder basis than at pre-
sent were its members required to be
sworn. This requirement would give a
different status to the profession, and it
would prevent persons of unsuitable
character and position from voluntarily
assuming the responsibilities which be-
long to an honest middle-man. We
have no doubt whatever that, in making
these remarks, we express the feeling of
the large majority of the respectable
brokers in the Colony. It is possible
that some of the fraternity may enter-
tain objections to certain details in the
formulation of any scheme of the kind
suggested. But it is quite certain that
a large proportion of brokers here would
be ready to hail with pleasure a mea-

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will remain in supreme command until the arrival of a Vice-Admiral from home. Should it be decided, however, to divide the squadron into two, it is very probable that Admiral Lespès will command the one, and Admiral Rieuher the other.

A SEAMAN, named James Giller, an inmate of Leeson's Gaol, died very suddenly last Thursday morning. Deceased was put to bed on Wednesday night the worse from drink, and on the following morning was seriously ill. About 10 o'clock a.m. on Thursday he was sent to the Civil Hospital, but expired on the way there. A post mortem examination was ordered by the Coroner the same day, and this afternoon, at 12.30, summonses were issued for a jury to hold an inquest upon the body at the Mortuary at 4 p.m. After the jury had viewed the body, the enquiry was adjourned till Wednesday next, at 9.30 a.m., at the Magistracy.

We learn that the Registrar General's Department has been fully alive to the importance of the joss-house din, and has now issued the permits granted for such joss-house dinners to give the Police power to abate the nuisance after 11 p.m. From the fact that last night was comparatively quiet, it is presumed that the Police enforced the conditions stipulated on the permit, and insisted upon the more hideous portion of the noise being suppressed. Eleven o'clock at night is surely late enough in all conscience to sustain the specially horrible elements of a frightful and discordant row. Every allowance ought to be made for the Chinese notions of harmony; but to murder sleep after eleven o'clock, that cannot be tolerated. The Registrar General and the Captain Superintendent of Police have done well in stopping this nuisance.

On Tuesday evening next, at 8 o'clock, a general meeting of marine engineers will be held in the Victoria Hotel, to consider the question of the reduction of wages which in some cases has already been effected and in others contemplated. About a month ago it was announced by means of a circular sent round by the steamship owners at Shanghai, that it was proposed to fix the scale of wages for engineers employed on coasting steamers at—chief engineers, \$150 per month; second engineers, \$110; and third engineers, \$70. Those at present enjoying the old rate were also informed that they would have to sign an agreement, promising to accept the reduced rates when their turn for promotion came. The new rates are as nearly equivalent as can be to the wages paid to engineers employed in the coasting steamers at home; and, naturally enough, the engineers have determined to resist the innovation as far as they can. United action has already been taken by the engineers in Shanghai on the matter, and the engineers of Hongkong are now bestirring themselves in the same direction, with what result remains to be seen.

Le Sien du Tonkin gives the following particulars of the attack made upon Commissioner Woodruff and his colleagues while proceeding by junk to Than-Quan—After witnessing the raid upon the junk of the engagement entered into on his behalf by China on the occasion of the signature of the preliminary of peace, the Chinese commission returned to Hongkong; then, in order to reach Than-Quan, they re-ascended the Red River and entered a branch stream running parallel with the river. It was here that, at daybreak one morning, the commissioners saw upon both banks of the stream an immense crowd of people, and several sampans, loaded with presents, approached the junks containing the commissioners. The chief of the assembled multitude then harangued the Chinese deputation and solicited the support of China against France. The Chinese mandarins refused to listen to speeches of such a nature and declined the presents offered. The Annamite sampans then went away; but scarcely had they reached the bank, than a musketry fire was opened upon the junks. The Tonkinese tirailleurs who composed the escort at once returned the fire, and the fusillade continued for four hours. Two servants of the Chinese commissioners were wounded.

This action was probably taken at the instance of the court of Hue; it shows how distrustful we should be of our good friends of Annam, who hoped, no doubt, in this instance to embroil us with China and endanger the peace being concluded.

We read in the *Strait Times* that the laying of the rails for the tramway there is being pushed on very fast, especially in South Bridge Road, where a double line is being laid down. We understand the contractors did not succeed in laying down the contract length of line the first month, but exceeded it the second month, and so they have become more accustomed to the work, will be able to get on much faster. The tramway lines do not prove much obstruction to the traffic, provided eyes are careful to keep the wheels of their carriages clear of the groove in the rails. It will be some time yet before the public can expect to derive any benefit from the line.

Messrs Donald Currie and Co.'s steamship *Garth Castle*, Captain E. Duncan, and the P. and O. steamship *Orizaba*, Captain H. Wyatt, arrived in Plymouth Sound on the 10th May within one hour and a quarter of each other after an exciting race across the Bay of Biscay. It appears that after passing Cape Finisterre the *Orizaba* sighted the *Garth Castle* steaming ahead of her. She at once put on all steam and raced up

to the *Garth Castle* and the two vessels then made a fair start for Plymouth. There was great excitement among the passengers on board the two ships, and a large number of bets were made. The pair kept well together right up to Sunday night, when the *Garth Castle* went ahead, arriving at the Eddystone Lighthouse 42 minutes before the *Orizaba* and anchoring in the Sound. At one time the two vessels were so close to each other that bets were made between passengers of each ship.

MEETING OF THE VICTORIA RECREATION CLUB.

An extraordinary general meeting of the members of the Victoria Recreation Club was held this afternoon, in the Gymnasium, to consider the rules as to the classification of rowing members lately passed at the annual general meeting. There was a large number of members present, between 70 and 80, and among them were the Hon. T. Jackson (President), Messrs Tripp, Lockhart and the other members of the Committee.

The Hon. Secretary, Mr Lockhart, opened the proceedings by reading a short circular prepared by some of the members who considered the new rules inadvisable and asking the Committee to call a general meeting to decide the question. The circular was signed by Messrs S. L. James (K. Y. Z.), Captain Hopkins, Malby, Grace, G. C. Cox, W. Ramsay and a few others. In accordance with this request the meeting held this afternoon was called.

The Chairman said it appeared from the circular that several of the members of the Club were somewhat dissatisfied with the action which had been taken by the Committee with regard to the classification of rowing members. As they knew, this meeting had been assembled to discuss that action, and he would be very glad to hear the views of those members who had taken a prominent part in getting up the circular, and afterwards to hear some resolution proposed.

Mr James said he thought some rules of that nature were needed, but he thought it was hardly fair to the rowers in the B class to pass them without having some boats for this class to go out in. He thought the rules were inadvisable at the present time. That was the reason he signed the circular.

Captain Hopkins said the reason he signed the circular was because 90 per cent. of the members were shut out from using any boats at all. As a proof that the rules were not working, Mr Falconer was there to say what occurred the other night when one of the A class took out a B boat.

Mr M. Falconer said the classes got mixed up the other night. He believed the Secretary had been informed of the matter by the Steward.

Mr Lockhart said the Steward came to him the other day, and informed him that three B. men wanted a man to take out a certain boat, as there were no other B. men present. Under the rules there could be no objection to this.

Captain Hopkins asked what the new rules were for.

Mr Lockhart.—To preserve the property of the Club.

Captain Hopkins referred to rule 5 of the Club Rules, which provides that members shall repair and pay for any damage done unless the damage was done accidentally. How was a rule which provided for the preservation of the property of the Club, and any boat ever damaged by any member of the Club?

Mr Lockhart said Captain Hopkins ought to have first ascertained that before he made his statement.

Captain Hopkins said that if they had this rule what was the reason for making the new rules?

Mr Tripp mentioned that last year the Club had to pay from \$100 to \$120 for broken oars, and repairs to boats.

Captain Hopkins—Why don't you make those who do the damage pay?

Mr Tripp—Surely because the members always say it is done by accident and you cannot prove otherwise. Mr Tripp then said that 90 per cent. of the members were prevented from rowing, but so far as they could ascertain out of 400 members only 120 were rowers, and out of these 60 in the A class, and 60 in the B class, and the latter had almost as many boats as the former. Certainly they had not the best boats, but the simple reason for that was that they did not know how to row. The new rules were introduced for the benefit of the Club.

Captain Hopkins pointed out that another rule provided that before taking out a boat members should enter their names, the name of the boat and the time. If that rule were enforced, they would know who did the damage.

Mr Tripp said that did not help them in finding out whether the damage was done by accident or not.

Captain Hopkins then went on to say that the new rules were passed in an unfair manner. They were brought forward at the general meeting and passed. It ought to have been expressed in the notice calling the meeting that the new rules were to be brought forward at the meeting, and the rules ought to have been posted up for a week or so before, so that the members might have seen them and been able to raise a few objections.

Why, he asked, was Mr Phoenix Ryrie and Mr Wodehouse and other members entered into A class, while he was not? Was it out of courtesy?

Mr Tripp it is because they can row.

Captain Hopkins—If you are willing I will row Mr Phoenix Ryrie any day you like (Laughter and Applause). I have sailed ships and boats for 20 years, and I don't see why I should be shut out from taking any boat I like. This is a recreation club, not a rowing club. We pay. If a few of the members wish to make it a rowing club, let them do so, but don't let them take away the whole property belonging to 400 members, specially for their own pleasure. It is on principle more than anything else I stand on here. (Loud Applause.)

the Chairman, but still protested against Mr Lockhart's assertion.

Mr Lockhart repeated his statement, and then said the reason they had put Mr Ryrie's name into the A class was because they had had an opportunity of seeing him row, and they had not seen Mr Hopkins row. He thought so far as that went forward his resolution for the good of the Club. Mr Lockhart next proceeded to say that there seemed to be an idea that these rules were brought forward by the Committee for the good of themselves and a few friends. He did not think it was necessary to insure them that that was not so, and that was the last thing they thought of. He explained how it was the rules came to be brought forward; that it was done at the suggestion of the members. They had been mooted for a long time, and the rules were formulated. He granted that there was a pity more notice was not given, but when the rules were formulated there was not the slightest sign of opposition. As a proof that they had no wish to still discussion, Mr Lockhart mentioned that the present meeting was indirectly got up by the Committee. Mr Lockhart then spoke of the communications to the papers on the subject, and strongly deprecated members rushing into print with the affairs of a private club, when they had the means of having their grievances remedied by applying to the Committee. He strongly maintained the necessity for the rules, and the boats given to the B class were perfectly good, and for his own part he would as soon be in B class as A class, and it was an easy matter for any member who was efficient to get into either A or B class.

After some further discussion, Captain Hopkins proposed, and Mr E. Carvalho seconded, that the new rules be abolished. Mr Stewart proposed an amendment, and Mr Goodland seconded, that the new rules remain.

The amendment was put to the vote, and, by a show of hands, 20 declared in favour of it. Captain Hopkins motion was then put, when 25 voted for it.

The Chairman declared the resolution carried and the new rules were abolished.

A meeting will be called a fortnight hence for the purpose of discussing the resolution.

The Fatal Floods at Canton.

(From our Correspondent.)

Canton, June 26th.

I am now able to forward you a few more particulars relative to the recent floods in the Canton province and some of their consequences.

Last Friday the embankment at Tam Kong, a place about two days distance from Fatsien, gave way. After that the water burst the embankment at Tai Wai, Lo Kap, Fung Lok and Shei Kok, places situated in the districts of Nan Hoi, Tseung and Ko Lu. At Pan Tung, a village distant from Canton about a mile, a falling of houses caused the death by drowning of over twenty men.

At Kan Lu, a market place situated near an embankment on one of the streams connected with the river which brings down the water from the North, and some water from the West River, the majority of the inhabitants were drowned by the water bursting through the embankment.

Some escaped to a piece of rising ground in the neighbourhood, and the water continued to rise and gradually overtopped the hill, and rising higher and higher drowned the rest of the villagers.

Seventeen Chinese graduates in Canton, hearing of the distress and suffering that were prevalent in their native villages, took passage on a boat with a view to proceed to their homes and render such assistance they could. On the way the boat was captured and they were all drowned.

In some places parties of children on the high branches of trees, whilst they themselves initiated measures for their general safety. The trees were washed up by the roots, and the heartrending cries of the children were silenced in the surging waters.

It is estimated that considerably over 10,000 people have lost their lives. What must be the number of those who are reduced to starvation?

The Humane Society in Canton is exerting itself strenuously to relieve the sufferings of the people. The Committee has issued an appeal for help, at the funds of the Society are too low to cope successfully with the gigantic calamity.

I have not heard yet whether the officials are doing anything or not. The laws of China stipulate that a tall sail be given to those who are reduced to the extreme of poverty; and five mace or about 70 cents to those who are not quite so much reduced; to those who have a little of their property remaining and are in need of immediate relief, and with that may recover themselves somewhat, an allowance of about 40 cents is made. But such allowances are only made once, so that State aid is exceedingly meagre.

Several boats have been upset whilst crossing the river here, and when going off to the steamers anchored in mid stream, and as much as a dollar has been asked to go to the steamers, whilst other boats would not go at any price.

A few days ago the S. S. *Yancho* smashed two or three boats. As she was about to leave the wharf and before she had got any way on, the rope tied attached her to the wharf broke, and she was swept down the river by the force of the current.

Before thorough command her crew could be regained she had drifted almost on to the rocks near Dutch Island, and the only way to save her from being dashed on the rocks was to steer straight into some boats that were anchored on the left hand side of the stream. The boat's poop, comprehending the situation, ran from one boat to another, so that no lives were lost. A number of claims have been sent in but have been refused by the Steamship Company, and called upon to make good the loss. If the authorities had opened up the other reach and

removed all barriers in the river, the steamer might have gone round by the Macao passage, and thus the accident would have been prevented. Besides this it is quite possible that the barriers in the river caused the water to accumulate more in and about Canton, whereas had they been removed some small amount of suffering and certainly the accident caused by the *Yancho* might have been prevented. Again the Steamship Company is not responsible for the flood, and it may reasonably be argued that, the latter being due to laws over which man has no control, the Steamship Company is more or less free from liability. It appears to some persons that the Chinese Government ought to bear at least a portion of the loss, and be requested to upon up the Macao Reach. The boat people ought in some way or other to receive compensation.

The suffering that is being endured by thousands in this province is simply heart-rending. Children are falling to their parents that they are hungry, and the broken-hearted parents can only reply with eyes blinded with tears that they have nothing to give them. If the wealthy Chinese merchants in Hongkong would institute some means to assist the Humane Society (O. Y. K. Tung) in Canton in its well-intended but limited efforts, they would receive the thanks of starving thousands. Let the Chinese Government and people move first, and if they find themselves unable to control the distress and suffering then perhaps foreigners might be moved to help. Doubtless the Missionaries in Canton would lend themselves as a means of conveying the outpourings of charity to these needy people. All who know anything of Chinese institutions know that a vast amount of speculation goes on. They sin even in their holy things. That being so, any money subscribed by foreigners might be distributed in the shape of rice and fuel by the followers of Him who went about doing good.

These floods will of course bring on other calamities. The subsiding waters will leave an alluvial deposit that will burden the atmosphere with malarial poison. The people are obliged to use the filthiest and dirtiest water, which must give them all sorts of diseases. What a boon would have been conferred on the people if the scheme for having a reservoir and bringing water to Canton in pipes had been completed. But the non-progressive character of this people leaves them helpless and undone in the face of calamity, and all they can do is to beat gongs, burn incense, howl to the heavens that are so base, pray to one idol to go and cause another to stop his raining, prohibit the killing of pigs, close the North Gate, sub the Northern Ruler and then—take their chance.

Tokio.

(From an Occasional Correspondent.)

June 11th, 1885.

Have you seen the list against the use of wine and wine-jelly, published in one of our local papers, wherein an American Missionary calls upon his Christian brethren to abstain from these accursed things. The writer of the letter states that he never in his life saw "wine jelly" upon the table of a professing Christian in America, and especially upon the table of a Christian Minister. But he knows "many a good honest soul" who would "withdraw their support from the cause of foreign missions" did they but know that "wine jelly" was used by Christian ministers in Japan!

This wonderful gut-strainer and camel-lower winds up his contemptible narrow-minded appeal thus—"Let us, in the name of God, and for the sake of humanity, and for the salvation of our own souls, banish for ever wine and wine-jelly from our homes and tables." And this is the description of teacher sent by a so-called intelligent people to convert the heathen to Christianity! It would be no less were such men withdrawn from the cause of foreign missions.

Mr Bingham, the U.S. Minister here, leaves next month for America. He will be a great loss to his countrymen and to the Japanese Government, as he is an honest, clever and amiable man who is not afraid to speak out his mind. He is also a great lawyer and a conscientious man, and a great deal of what the Japanese will get by revision they will owe to him. Against all the other Foreign Representatives he has fought hard in favour of the Japanese rights to be treated as a civilized power. Of course he does not pretend that Japan as yet can be placed on a par with the most civilized nations, but at the same time he would not treat her as a barbarian. He knows that reforms are still necessary and that they are being gradually introduced, but insists that Japan should be given a fair chance to become an independent civilized nation. No one seems to know anything about his successor, but no doubt he will try to maintain American influence in Japan. There is no question but that the Japanese seem to trust the Americans more than they do any other nation.

I suppose by the papers you have seen something about the Japanese emigration to Hawaii. The *Yamashiro Maru*, of the Union Company, left here about a week ago with a second batch of about a thousand men, women and children for the place; and the *Omi Maru*, of the same Co., leaves next month with a similar number. In consequence of the great distress in this country, brought about through floods, typhoons and bad crops last year, more than thirty thousand people have ap-

plied to be allowed to go to Hawaii. Of course, about one-fifth only of that number will go altogether, as there is no room for more. Some people have cried out against it, and say it is a bad thing for Japan the Government ought to stop it. But seeing the conditions on which they go, the Government is wise to favour it under the present dearth of employment here. The Hawaiian Government provides the passage, guarantees employment at a good rate of wages for three years, a free passage back, and makes each man an advance of \$9. The farmers and immediate employment on the sugar plantations in Hawaii, and some of the first batch that went repaid their advance by the first month's wages, which shows that the emigrant can save about \$300 by the end of his three years. On his return to Japan he can buy or rent a piece of ground, and thereby provide a living for himself and family for the rest of his days; besides which he acquires a thorough knowledge of a new system of cultivation to that of his own primitive mode. He may also add the industry of sugar-cane raising to his other branches, the south-western districts of Japan being peculiarly united to that growth. So that nine or ten years hence Japan may be an exporter of sugar instead of an importer. I wonder those interested in furnishing labour for Demerara do not try the Japanese agricultural population, instead of worrying and bothering about the clan-fighting sons of Han.

Bangkok.

(From our Correspondent.)

Bangkok, 17th June 1885.

A telegram was received here lately from the International Bureau at Berne to the effect that arrangements would be completed in time to admit Siam to the Universal Postal Union on 1st July. The announcement, though expected sooner, was gladly received by the foreign residents here. The new arrangement will in the future doubtless prove a great boon. Any improvement on the present postal system will be welcomed.

A meeting was held in the Presbyterian Church on the 10th, convened by some of the leading foreign residents, to consider the advisability of establishing a hospital for foreign patients. The Rev. N. A. McDonald was called to the chair. After some discussion a Committee was appointed, on the motion of Mr Sitow, C.M.G., British Consul General, to make arrangements for carrying out the views of the meeting regarding the proposed institution. Temporary premises will, in the meantime, be secured, and efforts made to raise subscriptions to enable the Committee to open the institution as soon as possible.

It is anticipated that a House Surgeon will be secured and everything should be in readiness to receive patients by the 1st of January.

Vessels at present in dock.—S. S. *Torpedo*, S. S. *Rising Sun* and Siamese brig *Dorinda*.

CORRESPONDENCE.

THE LUCKY THIEF.

To the Editor of the "CHINA MAIL."

Hongkong, 27th June, 1885.

Sir,—The letter in your paper of the 26th instant, from "An Old Reader," contains the proposal I intended to put before you myself, i.e., that a \$1 subscription be at once started until the amount reaches \$100, so that in case the Governor in Council does have the recognisances estimated, the above amount may be handed to Mr Leonard, and that engine of the *Zafiro* kept in the public place, and the \$100 will, I am sure, soon float in. I send you a \$1 note herewith; so please put my name down on the list as

HONGKONGITE.

(We shall only be too glad to do our Correspondent's suggestion, and will do so the moment we find that Government has demanded the money from Mr Leonard. Numbers of people have expressed their desire to contribute \$1, and we have not the slightest doubt that should the necessity arise, the money will be forthcoming.)

We may state that the amount estimated at \$200, and that no attempt will be made to recover the money until Mr Leonard returns to the Colony. In the meantime, the Governor-in-Council may see fit to rescind the harsh decision, and then no necessity will arise for a public subscription. We hope so. We may also state, in reply to our correspondent, that the Attorney General had an absolute and unquestionable right to ask the Judge to allow the trial to be postponed.—Ed. C.M.]

THE STRANDING OF THE "ZAFIRO."

Hongkong, June 27.

Dear Sir,—As the report of the *Zafiro* case published in your columns might create an impression that the captain of the *Zafiro* has not rendered to the wrecked crew all the assistance in his power, I would feel obliged by your publishing the following extract of Captain Benoit's report, which is deposited at the French Consulate here. It runs as follows:—

"Le 9 Avril après deux embarcations européennes; gouverné par aller à leur rencontre, accosté par eux, nous avons dû leur porter assistance. Le *Zafiro* (navire anglais, Cie. Russell), sur le demandu que je lui ai adressé 'S'il avait des hommes malades ou s'il voulait abandonner son navire qui est à la côte aux îles Boas, je me mettais à sa disposition.' Réponse m'a été faite: 'Qu'il décrive son dossier sur second à Hongkong.' Répondit: 'Je ne le peux pas.' M'a dit ensuite: 'Le *Zafiro*, était à la côte sur l'Ilot Ouest du groupe de l'île Rees entre Swatow et Amoy. Je lui ai demandé: 'Avez-vous besoin de vivres?' Il m'a répondu: 'Il y a un village chinois ou je trouve tout ce dont j'ai besoin comme vivres pour les 120 chinois passagers qui sont à terre.'"

It is well known that subsidized steamers carrying the public mails have no right to delay their voyage to protect private interests, and the captain of the *Zafiro*, could not do anything beyond what he

offered to, viz. saving life in danger, and supplying provisions if needed. The only service required by Captain Talbot was to carry an officer to Amoy, which was impossible either to a mail steamer or to a French vessel in time of war with China.

I remain, Dear Sir,
Yours faithfully,
G. DE CHAMPEAUX,
Agent, Compagnie
de Messageries Maritimes.

Police Intelligence.

(Before E. Macneil, Esq.)

Saturday, June 27th.

THE CHARGE AGAINST THE PUBLISHER OF A CHINESE NEWSPAPER.

Wong Tze Kwai, the printer and publisher of the Chinese newspaper known as the *Tsun Wan Yat Po*, appeared on remand on the charge of having unlawfully printed and published in the issue of the said paper for the 11th inst., a certain indecent and obscene article.

Mr A. P. Stokes, Acting Crown Solicitor, appeared for the prosecution, and Dr Ho Kai for the defence.

Mr Stokes stated that the case for the prosecution was finished, and Dr Ho Kai reserved his defence, the case being committed for trial at the next Sessions of the Supreme Court. Bail was allowed to defendant as before, in two sureties of \$500 each.

STREET FIGHTING.
Four Chinamen, coolies and hawkers, were convicted of fighting and creating a disturbance in Wing-kut Street this morning, and were ordered to find each one surety of \$25 to keep the peace for six months, in default to be committed. The case to be mentioned on Monday next.

ASSAULT.
Wong Akin, a shop coolie, appeared on remand, charged, with others not in custody, with assaulting and insulting a coolie named Li Ah, on the 10th inst. Complainant was walking in the street when he was attacked by the defendant and four or five other men, one of whom inflicted a rather severe cut upon his hand with a dagger, while another of his assailants beat him with an iron bar.

Defendant was sentenced to six weeks' hard labour, and to find two sureties in \$10 each to keep the peace for six months, in default to be further committed.

(Before H. E. Wodehouse, Esq.)

ILLEGALLY RETAILING SPIRITUOUS LIQUORS IN THE STREETS.

Chun Ayan, coolie, appeared on remand yesterday on a charge of unlawfully retailing spirituous liquors in the streets to Europeans.

The case was remanded yesterday for evidence from Dr. Ayres, Colonial Surgeon. A note was this morning received from Dr. Ayres by the Magistrate on the subject, the purport of which was that he was unable to hear. A Mr Li Fook Shing, the witness stated that he was able to speak as to the contents of the bottle of liquor bought from defendant by the witness William Thompson. The liquor was sausha made from plums, and was not bad of its kind, but should only be taken in small quantities.

Defendant was fined \$50; in default six weeks' hard labour.

ENGINEERS ON THE CHINA RUN.

(Singapore Free Press.)

The owners of the large steamships plying between our home ports and the Far East have, according to recent advice, agreed to a measure of (so-called) economy which in our opinion, an scarcely fail to have disastrous results. In order to lessen the running expenses of their vessels they have determined to reduce the pay of the engineer department, so that juniors shall not in future receive over \$70 per month or second engineers over \$100; while chief engineers will in future have to be content with \$150. Nor is this a mere expression of intention which circumstances may be permitted to modify, but it is said that every engineer at present employed in one of the lines in question, will be required to sign a document certifying that when his turn for promotion arrives he will be content to receive the salary named.

We are by no means in favour of trade or handiwork monopoly, however its existence may be disguised, when that monopoly is opposed to the public interest. But we venture to say that in this case the apparently high pay of engineers, as compared with that of the executive branch of the mercantile marine, has been and will continue to be, fully justified by circumstances. It is not merely that the engineer, "worth his salt," is a skilled artificer of no mean importance, for the able sailor or navigator is, in his way, very much in the same position. Both parties, in order to acquire a full knowledge of their profession, have to serve a considerable period of apprenticeship, though, as matters now stand, the engineer must be thorough, while the steamship's mate may do his duty for a dozen years in a fairly satisfactory manner without having how to put a ship about when under sail. The one vital point of difference is that whereas five minutes' carelessness, or one minute's irresolution on the part of the sailor officer may result in loss of life or property, any relaxation of watchfulness on the part of the engineer officer is far more likely to be tedious, disastrous, collisions and wrecks are but dangerous, but boiler explosions are worse. It is to the sleepless care of those in charge of an engine-room that the passengers and crew of an ocean steamer owe their own immunity from danger. The engine room on deck may be heavily-laden, but he has his quartermasters and look-out men to aid his shortcomings; and few steamships are so badly manned as not to include two or three capable seamen amongst the watch on deck. But the engineer, especially if he be a young man, has, as a rule, to depend almost entirely upon native servants. They are good, hard-working men as a rule, but lack the instinct of associating danger with any trifling neglect of orders or routine. The officer in charge of the mighty machines which, night and day, do the work of a thousand horses, but which are liable at any moment, by the breaking of an insignificant bolt, to become engines of destruction to all within their range, and convert the fat steamer into a mere log upon the waves, naturally therefore feel a strong sense of responsibility. And responsible work can only be satisfactorily provided for by liberal pay and considerate treatment.

It may be very true that economy is becoming more and more necessary in Steamship matters. Competition is making the ownership of a steamer a nearly unprofitable source of income than that of being a speculator in China teas or Singapore tin. But economy which tends to bad service is no economy at all. Some half dozen engineers resigned in preference to accepting the new rates and their places were instantly filled up by men who would take any wages whatever to gain a livelihood. But those who know anything of the engineering world know very well that the unemployed members are as a rule men, who would not be cheap at any price. A

tendency to drink, a careless way of doing duty or some other of a score of other reasons will, as a rule, be found at the bottom of nearly all the cases of want of employment on the part of engineers. Of course there are exceptions, but they are rare, and the general result of poor pay will be poor work. Foreign nations, whether European, Asiatic or American, are quite able to employ our surplus engineering talent at remunerative rates. Engine drivers can be got by the hundred. Engineers who can make and mend their engines are not so plentiful, and for many years they could command good rates of pay whether the largest steamers companies employ them or not.

We have in Singapore a very quiet, but sensibly, conducted Engineers' Association, and this question will doubtless receive its attention. No doubt, Engineers, like all other professional men will have to submit to some abatement of the pecuniary advantages they have hitherto enjoyed in view of the changed condition of the age. But we should sympathize with them in their declaring that in an Eastern climate the salaries that are proposed are too low. The cost of a ton or two of coals added to a man's monthly wages really represents a very small item of expenditure; and any action which tends to restrict employment, the worst, instead of the best, class of men is to be depressed. The engineers of Shanghai and Hongkong have, we learn, determined to make a stand against the penny-wise and pound foolish policy which the private contractors are pursuing in rating; and they will, we suspect, have the tacit approval of the agents and consignees, who are obliged to act upon instructions from home. We may in conclusion add that these remarks have not been prompted by any personal interest in themselves, or by any one even remotely connected with engineering matters. We simply write upon the well-known axiom that good work deserves good pay; and we think that, of all forms of economy, that which must result in reducing the standard of that skill and ability which renders our steamers comparatively safe is the least likely to be either really economical or otherwise satisfactory.

TALMAGE ON CHINA.

Says the *Shanghai Courier*—The Rev. Dr. Talmage of the Tabernacle, Brooklyn, N.Y., is a surprising preacher, but he is not always correct about his facts. This is his idea of the condition of woman in China. His object is to show that Christianity alone has raised woman above the level of the brute:

"What want these white buffaloes on the ponds and rivers in China in the morning? Infanticide following infanticide. Female children destroyed simply because they are female. Woman harassed to a plough as an ox. Woman veiled and harried, and in all styles of cruel exclusion. Her back to a plough, and her head to a tormented. Her death a horror."

This is tall talking. It does not seem to strike the eloquent Doctor that woman is a useful beast of burden in China, she is not likely to be drowned at her birth; and that it must be a great relief to a woman to be a plough and to keep her head above water in cruel exclusion. What a pity it is that men trying to enforce the truth should make use of such exaggerations to do it.

Wynham Street, Hong Kong